

# Work instruction GSWI.10.026-Harding Safety USA Inc

Ver.: 2.0

Category: Service Valid from: 2014-01-23 Status: Approved

HARDING

Harding Job.no. FL104235

Customer	TOTE SERVICES INC	Customer P.O.	EFOE150097
Contact	TIM NEESON – PORT ENGINEER	Contact Tel.	[REDACTED]
Ships/Rig name	EL FARO	IMO No.	739351
Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE FL	Job date/time	AUGUST 4, 2015

Title: Customer Acknowledgement

Division: ALL

Department: IT, SD-Service

Location: ALL

Function: All

## Content: SERVICE REPORT

*The work is done in accordance with the Harding Procedures, the Requirements as laid down in SOLAS 1974 and its Protocol of 1988, Chapter III, Regulation 20 and the latest IMO-guidelines MSC.1/Circ.1206/Rev.1.*

### Work scope:

SERVICE ABOARD VESSEL, "EL FARO" TO PROVIDE ANNUAL INSPECTION AND SERVICE OF LIFEBOATS AND ASSOCIATED LAUNCHING APPLIANCES.

### Travel Time:

Day	Monday	Tuesday						TOTALS
Date	08/03/15	08/04/15						
Start	12:00	07:00						
Finish	19:00	07:30						
Start		15:00						
Finish		(TBD)						
Total	7.0							

### Vehicle

Mileage/km	360 miles	360 miles						
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### Inspection and working hours:

Start		07:30						
Finish								
Start								
Finish		15:00						
Total		7.5						

### Customer signature

Name / Title:

RAYMOND T. THOMPSON III

Date: 04 AUG 2015

Signature:

[REDACTED]

**S.S. EL FARO**  
**OFFICIAL NO. 561732**  
**SAN JUAN, P.R.**

Harding Safety USA Inc.  
4100 Powerline Rd. Ste. C-2  
Pompano Beach  
FLORIDA 33073, USA  
Tel: +1 [REDACTED]  
Fax: +1 [REDACTED]  
Email: service.americas@harding.no

### Service engineer signature

Name: Bladimir Jimenez

Date: 08/04/15

Sign.:

[REDACTED]  
Service Engineer

Sign.:

[REDACTED]  
Service Office Repr.

Date:

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Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE FL	Job date/time	AUGUST 4, 2015

## LIFE SAVING APPLIANCES

Station	Davit Manufacturer & Type / Serial Num	Winch Manufacturer & Type / Serial Num	Boat Manufacturer & Type / Serial Num	Hook Type & SWL / Serial Num	Hook Data		
1	MASECO 26-15	MASECO 35G MKII 1070-1	MASECO 43 PERSON 2412	MASECO ROTTMER 7000		FWD	AFT
SE ID No	1206	1206	1206	1206	Air Gap	N/A	N/A
					Radius	N/A	N/A
2	MASECO 26-15	MASECO 35G MKII 1071-1	MASECO 43 PERSON 2413	MASECO ROTTMER 7000		FWD	AFT
SE ID No	1206	1206	1206	1206	Air Gap	N/A	N/A
					Radius	N/A	N/A
						FWD	AFT
					Air Gap		
SE ID No					Radius		
						FWD	AFT
					Air Gap		
SE ID No					Radius		
						FWD	AFT
					Air Gap		
SE ID No					Radius		
						FWD	AFT
					Air Gap		
SE ID No					Radius		

The above Equipment was inspected in accordance with the below check lists, attached for your reference and was found to be in the condition described with the comments included in this report.

GSWI 10.002	GSWI 10.006	GSWI 10.029			
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Follow up required							Follow up service required before (date):	
Parts	Yes	No		Service	Yes	No		
		XXX				XXX		

Harding Safety USA Inc.  
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## Service engineer signature

Name: Bladimir Jimenez Date: 08/04/15

Sign.: [REDACTED]

Service Engineer

Sign.: [REDACTED]

Service Office Repr.

Date: \_\_\_\_\_



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Contact	TIM NEESON – PORT ENGINEER	Contact Tel.	
Ships/Rig name	EL FARO	IMO No.	739351
Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE FL	Job date/time	AUGUST 4, 2015

## SUMMARY CHECKLIST FOR LSA EQUIPMENT ONBOARD VESSEL IN ACCORDANCE WITH IMO CIRCULAR MSC.1/CIRC.1206/REV.1

Ref: Circ 1206	Description	Condition of equipment			Remarks
		ok	Not ok	n/a	
<b>2.3</b>	<b>LIFEBOAT</b>				
2.3.1	condition of lifeboat structure including fixed and loose equipment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.3.2	engine and propulsion system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.3.3	sprinkler system, where fitted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.3.4	air supply system, where fitted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.3.5	maneuvering system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.3.6	power supply system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.3.7	bailing system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>2.4</b>	<b>RELEASE GEAR</b>				
The following should be examined for satisfactory condition and operation after the annual winch brake test with the empty boat, as required by 3.1					
	The release gear is to be examined prior to its operational test	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.4.1	operation of devices for activation of release gear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.4.2	excessive free play (tolerances)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.4.3	hydrostatic interlock system, where fitted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.4.4	cables for control and release	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.4.5	hook fastening	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	The release gear is to be re-examined after its operational test and the dynamic winch brake test. Special consideration should be given to ensure that no damage has occurred during the winch brake test, especially the hook fastening.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pending For Test on STBD Side
<b>2.5</b>	<b>OPERATIONAL TEST OF ON-LOAD RELEASE FUNCTION</b>				
2.5.1	position the lifeboat partially into the water such that the mass of the boat is substantially supported by the falls and the hydrostatic interlock system, where fitted, is not triggered.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pending For Test on STBD Side
2.5.2	operate the on-load release gear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.5.3	reset the on-load release gear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.5.4	examine the release gear and hook fastening to ensure that the hook is completely reset and no damage has occurred.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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### Service engineer signature

Name: Bladimir Jimenez

Date: 08/04/15

Sign: 

Sign: 

Date: \_\_\_\_\_

## Work instruction GSWI.10.026-Harding Safety USA Inc

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Customer	TOTE SERVICES INC	Customer P.O.	EFOE150097
Contact	TIM NEESON – PORT ENGINEER	Contact Tel.	
Ships/Rig name	EL FARO	IMO No.	739351
Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE FL	Job date/time	AUGUST 4, 2015

SUMMARY CHECKLIST FOR LSA EQUIPMENT ONBOARD VESSEL  
IN ACCORDANCE WITH IMO CIRCULAR MSC.1/CIRC.1206/REV.1

Ref: Circ 1206	Description	Condition of equipment			Remarks
		ok	Not ok	n/a	
<b>2.6</b>	<b>OPERATIONAL TEST OF OFF-LOAD RELEASE FUNCTION</b>				
2.6.1	position the lifeboat fully waterborne	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pending for test STBD
2.6.2	operate the off-load release gear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pending for test STBD
2.6.3	reset the on-load release gear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.6.4	Recover the lifeboat to the stowed position and prepare for operational readiness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Prior to hoisting, check that the release gear is completely and properly reset. The final turning-in of the lifeboat should be done without any persons on board.					
<b>2.7</b>	<b>OPERATIONAL TEST OF FREE-FALL LIFEBOAT RELEASE FUNCTION</b>				
2.7.1	engage the simulated launching arrangements as specified in the manufacturer's operating instructions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.7.2	the operator should be properly seated and secured in the seat location from which the release mechanism is to be operated	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.7.3	operate the release mechanism to release the lifeboat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.7.4	reset the lifeboat in the stowed configuration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.7.5	repeat procedures referred to in .2 to .4 above, using the back-up release mechanism, when applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.7.6	remove the simulated launching arrangements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.7.7	verify that the lifeboat is in the ready to launch stowed configuration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>2.8</b>	<b>DAVIT</b>				
2.8.1	davit structure, in particular with regard to corrosion, misalignments, deformations and excessive free play	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.8.2	wires and sheaves, possible damages such as kinks and corrosion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.8.3	lubrication of wires, sheaves and moving parts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.8.4	functioning of limit switches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.8.5	stored power systems	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.8.6	hydraulic systems.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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## Service engineer signature

Name: Bladimir Jimenez

Date: 08/04/15

Sign.: [REDACTED]

Sign.: [REDACTED]

Date: [REDACTED]

Service Office Repr.

Edition Date: 2014-01-22

Created/changed, checked, approved by: RS/HER

Printed: 2015-08-04

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Page 4 of 6



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Contact	TIM NEESON - PORT ENGINEER	Contact Tel.	
Ships/Rig name	EL FARO	IMO No.	739351
Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE FL	Job date/time	AUGUST 4, 2015

## SUMMARY CHECKLIST FOR LSA EQUIPMENT ONBOARD VESSEL IN ACCORDANCE WITH IMO CIRCULAR MSC.1/CIRC.1206/REV.1

Ref: Circ 1206	Description	Condition of equipment			Remarks
		ok	Not ok	n/a	
<b>2.9</b>	<b>WINCH</b>				
2.9.1	open and inspect brake mechanism	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.9.2	replace brake pads, if necessary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.9.3	remote control system	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.9.4	power supply system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.9.5	winch foundation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>3</b>	<b>DYNAMIC WINCH BRAKE TEST</b>				
3.1	Annual operational testing should preferably be done by lowering the empty boat. When the boat has reached its maximum lowering speed and before the boat enters the water, the brake should be abruptly applied.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.2	The five-year operational test should be done by lowering the boat loaded to a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment, or equivalent load. When the boat has reached its maximum lowering speed and before the boat enters the water, the brake should be abruptly applied.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.3	Following these tests, the brake pads and stressed structural parts should be re-inspected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>4</b>	<b>OVERHAUL OF ON-LOAD RELEASE GEAR</b>				
4.1	dismantling of hook release units;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.2	examination with regard to tolerances and design requirements;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.3	adjustment of release gear system after assembly	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.4	operational test as per above and with a load according to SOLAS regulation III/20.11.2.3;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.5	examination of vital parts with regard to defects and cracks.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Non-destructive examination (NDE) techniques, such as dye penetrants (DPE), may be suitable.					

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### Service engineer signature

Name: Bladimir Jimenez Date: 08/04/15

Sign.: [REDACTED]

Sign.: [REDACTED]

Date: [REDACTED]

**HARDING**

# Work instruction GSWI.10.026-Harding Safety USA Inc

Ver.: 2.0

Category: Service Valid from: 2014-01-23 Status: Approved

Harding Job.no. FL104235

Customer	TOTE SERVICES INC	Customer P.O.	EFOE150097
Contact	TIM NEESON – PORT ENGINEER	Contact Tel.	
Ships/Rig name	EL FARO	IMO No.	739351
Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE FL	Job date/time	AUGUST 4, 2015

Item/ Station	Comments	Action required by (who and when).
	<ul style="list-style-type: none"> <li>The Davits/Winches/Lifeboats/ Hooks as indicated on Life Saving</li> </ul>	
	Appliance page have been service and inspected in accordance with the	
	Harding Safety approved checklist and applicable Harding Safety	
	recommendations and found to be in operational condition with no	
	major faults observed at the time of inspection.	
	<ul style="list-style-type: none"> <li>Limit switches inspected and tested and found working properly.</li> </ul>	
	<ul style="list-style-type: none"> <li>Brakes were opened and inspected.</li> </ul>	
	<ul style="list-style-type: none"> <li>Brake test performed by lowering empty boat and applying the</li> </ul>	
	brake abruptly.	
	<ul style="list-style-type: none"> <li>Hooks and engine testing performed in the water on the port</li> </ul>	
	Side.	
	Only pending to lower starboard side to the water and perform hook	
	release test. Pictures and GSWI 10.026B to be send to Harding Safety	
	after test is completed.	
	Part Used from Harding.	
	1 tube of RTV Blue Silicone.	
	1 Can of Brake Cleaner.	

**Note:** Representative for the Vessel or Operator must take action on any recommendation for spare parts. The service engineer will not take responsibility for ordering spare parts.

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## Service engineer signature

Name: Bladimir Jimenez

Date: 08/04/15

Sign.: [REDACTED]

Sign.: [REDACTED]

Date: [REDACTED]

Service Office Repr.



Harding Job.no.FL104235

Customer	TOTE SERVICES	Customer P.O.	EFOE150097
Contact	TIM NEESON – PORT ENGINEER	Contact Tel.	[REDACTED]
Ships/Rig name	EL FARO	IMO No.	739351
Location	BLOUNT ISLAND TERMINAL, JACKSONVILLE, FL	Job date/time	AUGUST 4, 2015

Title: **Customer Acknowledgement A**  
 Division: SERVICE  
 Department: SD-Service  
 Location: ALL  
 Function: -

Content:

**Recommendation Report**

*The follow up work is recommended in accordance with the Harding Procedures, the Requirements as laid down in SOLAS 1974 and its Protocol of 1988, Chapter III, Regulation 20 and the latest IMO-guidelines MSC.1/Circ.1206/Rev.1, in order to ensure the continued serviceability and approval of the Equipment.*

Item/ Station	Comments	Part Number	Action required by (who and when).
	<ul style="list-style-type: none"> <li>Winches and Davits showing some scale of corrosion on hardware and foundations, to be clean of corrosion and painted.</li> </ul>		Crew 11/04/15
	<ul style="list-style-type: none"> <li>Lifeboats with some areas on the top part with fiberglass damaged due to lashing, recommended to be repair to avoid delamination of the material.</li> </ul>		Harding 11/04/15
	<ul style="list-style-type: none"> <li>Freewheel clutches on winches refilled with oil and leaking thru the seal, stardboard side cluth making strange noise, recommended to be replaced when parts are available.</li> </ul>		Harding When parts are Available.

**Note:** Representative for the Vessel or Operator must take action on any recommendation for spare parts. The service engineer will not take responsibility for ordering spare parts.

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 Email: [service.americas@harding.no](mailto:service.americas@harding.no)

Name: BLADIMIR JIMENEZ

Sign.: [REDACTED]

Sign.: [REDACTED]

Service Engineer  
Service Office Repr.

**S.S. EL FARO**  
**OFFICIAL NO. 561732**  
**SAN JUAN, P.R.**

**HARDING™**

# Work instruction GSWI.10.026B Ver.: 4.0

Category: Service Valid from: 2014-01-23 Status: Approved

Title: **Functional test**  
 Division: SERVICE  
 Department: SD-Service  
 Location: ALL  
 Function: All

Content:

## FUNCTIONAL TEST

To be completed by ship's crew if vessel unable to turn during first visit by Harding, functional testing not possible over quayside

Harding ref.: FL104235	Boat type: MASECO 43 PERSON	Side: STARBOARD
Customer P.O. No.: EFOE150097	Hook type: ROTTMER 7000	
Vessel Name: EL FARO	Davit type: MASECO 26-15	Lifeboat station No.: 1
Date:	Winch type: MASECO 35G MKII	

-Vessel owner is to arrange for the outstanding functional testing as required by MSC.1/Circ.1206/Rev.1 to be carried out by ship's crew at the next convenient location within 4 weeks of the initial Harding inspection.

-The vessel Master is to witness the functional testing performed by ship's crew. It is preferable if a Class surveyor is available to also witness these functional tests, but it is not essential. Refer to onboard equipment operations manual as necessary.

Ref: Circ 1206/Rev.1	Description	Condition of equipment			Remarks
		OK	Not OK	NA	
<b>2.3</b>	<b>LIFEBOAT</b>				
2.3.3	With the lifeboat in the water, operate the sprinkler system, and check that the outside of the lifeboat is covered with water and advice of any leaks of the spray system.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>2.4</b>	<b>RELEASE GEAR</b>				
2.4.3	Confirm that when the boat is fully water borne that the hydrostatic interlock operates correctly.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>2.5</b>	<b>OPERATIONAL TEST OF ON-LOAD RELEASE FUNCTION</b>				
2.5.1 & 2.5.2	Position the lifeboat partially into the water such that the mass of the boat is substantially supported by the falls and the hydrostatic interlock system, where fitted, is not triggered. Operate the on-load release gear to release the life boat hooks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Prior to hoisting, check that the release gear is completely and properly reset. The final turning-in of the lifeboat should be done without any persons on board.					
<b>2.8</b>	<b>DAVIT</b>				
2.8.2 & 2.8.3	Whilst the boat is being lowered the fall wires are to be thoroughly inspected to ensure that it is well lubricated and that there are no signs of kinks, visible damage and corrosion.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>2.9</b>	<b>WINCH</b>				
2.9.3	The remote control system for operating the winch is to be operated during the lowering of the lifeboat as per instructions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>3</b>	<b>DYNAMIC WINCH BRAKE TEST</b>				
3.1	Annual operational testing should be done by lowering the empty boat. When the boat has reached its maximum lowering speed and before it enters the water, the brake should be abruptly applied.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

-The vessel Master is to complete the above check list with comments as applicable and then to submit signed / stamped check list by email to Harding confirming that all outstanding functional tests have been satisfactorily completed.

-To help support this confirmation, Harding would require additional photographic / video evidence of those tests being carried out.

-On receipt of that written confirmation by the vessel Master, then Harding will issue its Certificate of Serviceability.

Harding Safety USA Inc. 4100 Powerline Rd. Ste. C-2 Pompano Beach FLORIDA 33073, USA Tel: +1 [REDACTED] Fax: +1 [REDACTED] Email: service.america@harding.no Harding lead service engineer name: Bladimir Jimenez.	Name: _____  Title: _____  Signature: _____ <i>Customer</i>	Name: _____  Title: _____  Signature: _____ <i>Surveyor</i>
--	--	--



4.1A

Work Instruction WI.10.026 3.0

HARDING

Category: Service Valid thru: 2/10/10 Date: Approved

Schat-Harding Job no. va1607

Customer	Sea star line	Customer P.O.	
Contact	captain	Contact Tel.	
Ships/Rig name	Ss el fano	IMO No.	
Location	Baltimore md	Job date/time	3-15-10

Parts	Yes	No		Service	Yes	No	required before (date):	
Item/Station	Comments							Action required by (who and when):
	The lifeboats/davits/winches/hooks as indicated on page2 have been							
	Serviced and Inspected in accordance with schat harding approved							
	Checklist and found to be in operational condition with no major							
	Faults at time of inspection.							
	Starboard boat lowered brake action checked boat recovered and stored							
	Port side boat over pier this boat can be tested upon activation of							
	Vessel.							
	Recommendations tricing pendants are to long boat should be higher							crew
	On embarkation deck measure old pendants and reduce by 1 foot this							
	Should put boat on a better target for embarkation.							
	</							

WORK INSTRUCTION WI-10-026 Rev 3.0

HARDING

Patrons Service Valid until 2/10/11-26 3.00 Approved

Schat-Harding Job.no.va1607

Customer	Sea star line	Customer P.O.	
Contact	captain	Contact Tel.	
Ships/Rig name	Ss el faro	IMO No.	
Location	Baltimore md	Job date/time	3-15-10

### LIFE SAVING APPLIANCES

Station	Davit Manufacturer & Type	Winch Manufacturer & Type	Boat Manufacturer & Type	Hook Type & SWL	Hook Data		
1	Maseco/trackway	Maseco/35-mk11	Maseco/open	Maseco/rottmmer		FWD	AFT
SE ID No					Air Gap		
2	Maseco/trackway	Maseco/35-mk11	Maseco/open	Maseco/rottmmer		FWD	AFT
SE ID No					Radius		
					Air Gap		
					Radius		
SE ID No						FWD	AFT
					Air Gap		
					Radius		
SE ID No						FWD	AFT
					Air Gap		
					Radius		
SE ID No						FWD	AFT
					Air Gap		
					Radius		
SE ID No						FWD	AFT
					Air Gap		
					Radius		
SE ID No						FWD	AFT
					Air Gap		
					Radius		
SE ID No						FWD	AFT
					Air Gap		
					Radius		

The above Equipment was inspected in accordance with the below check lists, attached for your reference and was found to be in the condition described with the comments included in this report.

WI-10-006	WI-10-007	WI-10-002	WI-10-029		
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Follow up required no	Follow up service	NO
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Umoe Schat-Harding, Inc 705 Mt Vernon Ave Portsmouth, Va. 23707  Service: <a href="mailto:service@schat-harding.com">service@schat-harding.com</a> Spares: <a href="mailto:spares@schat-harding.com">spares@schat-harding.com</a>		Name: <u>Mark Wilson</u>  Sign: <u>[Signature]</u> Service Engineer
	Title: <u>[Redacted]</u> Sign: <u>[Redacted]</u> Customer	Sign: <u>[Redacted]</u> Service Office Rep.



Work Instruction WI-10.026 3.0

Schat-Harding Job no. va1607

Customer	Sea star line	Customer P.O.	
Contact	captain	Contact Tel.	
Ships/Rig name	Se el faro	IMO No.	
Location	Baltimore md	Job date/time	3-15-10

Customer Acknowledgment

SERVICE

SD-Service

### SERVICE REPORT

The work is done in accordance with the Schat-Harding Procedures, the Requirements as laid down in SOLAS 1974 and its Protocol of 1988, Chapter III, Regulation 20 and the latest IMO-guidelines MSC.1/Circ.1206/Rev.1.

#### Work scope:

Annual inspection davits/boats/hooks/winches

#### Travel Time:

Day	sun	mon	tues	wed	thur	fri	sat	TOTALS
Date	3-14-10							
Start	0900							
Finish	1900							
Start								
Finish								
Total	10							
Vehicle								
Mileage								

#### Inspection and working hours:

Start		0700						
Finish		1700						
Start								
Finish								
Total		10						

Service Engineer(s): Mark Watson

Union Schat-Harding, Inc 705 Mt Vernon Ave. Portsmouth, Va. 23707 (757)399-1633 Service: <a href="mailto:service@schat-harding.com">service@schat-harding.com</a> Spares: <a href="mailto:spares@schat-harding.com">spares@schat-harding.com</a>	Name: <u>Mark Watson</u>	Name: <u>Mark Watson</u>	
	Title: <u>Service Engineer</u>	Sign: <u>[Signature]</u>	Sign: <u>[Signature]</u>
	Sign: <u>[Signature]</u>	Service Engineer	Service office Rep.
	Customer: <u>[Signature]</u>		